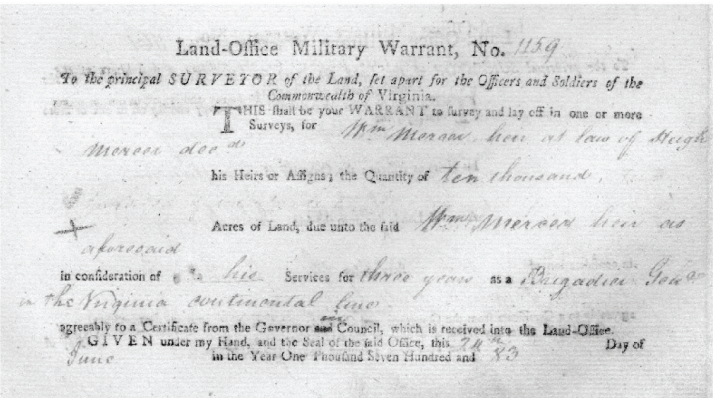
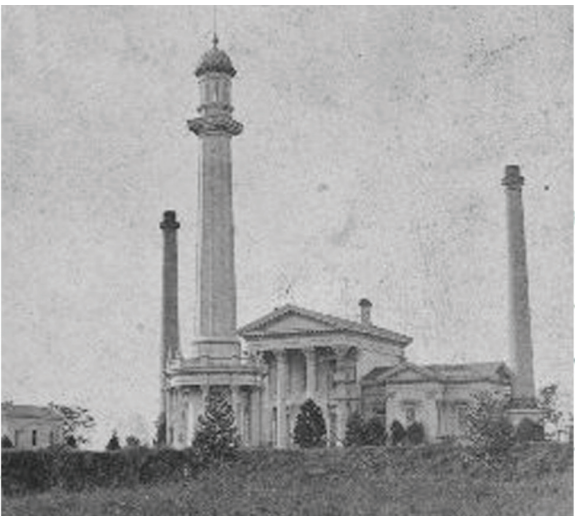


River Road Historic Development



1783 Virginia Land-Office Military Warrant



Early view of Water Tower and Pump Station

Settlement & Initial Development

1775-1783 Revolutionary War

1773 Harrods Creek named by surveyors, including James Harrod

1774 3,000 acres resurveyed, Harrods and Goose creeks

1778 First settlement established, Falls of the Ohio

1780 3,000 acres donated for Transylvania Seminary, Harrods and Goose creeks
Louisville chartered

1788 First recorded flood
1794 Harrods Creek-Utica Ferry

1812-1815 War of 1812
1799 Town of Transylvania surveyed by university and lots leased for 30 years
Croghan's Ferry to Six-Mile Island
1816-1849 Louisville-Oldham plank road to Prospect
Bridge over Goose Creek

1820 First church, Harrods Creek
1825 First physician, Harrods Creek

1826-1830 Portland Canal constructed

1840 Harrods Creek School established
Distillery and Mills, Harrods Creek

1849-1897 Louisville-Oldham macadamized turnpike and stagecoach to Westport
1860 Turnpike purchased by River Road Company
Water Tower and Pump Station opened

1850-1930 Gentleman Farms

1790-1865 Plantations

Antebellum Regionalism

1861-1865 Civil War

1869 African-American Greencastle Baptist Church established, Prospect

1875-1942 Country Estates

1871-1877 Louisville, Harrods Creek & Westport Railroad constructed

1887 Glenview Station built
Fincastle Club organized, Glenview

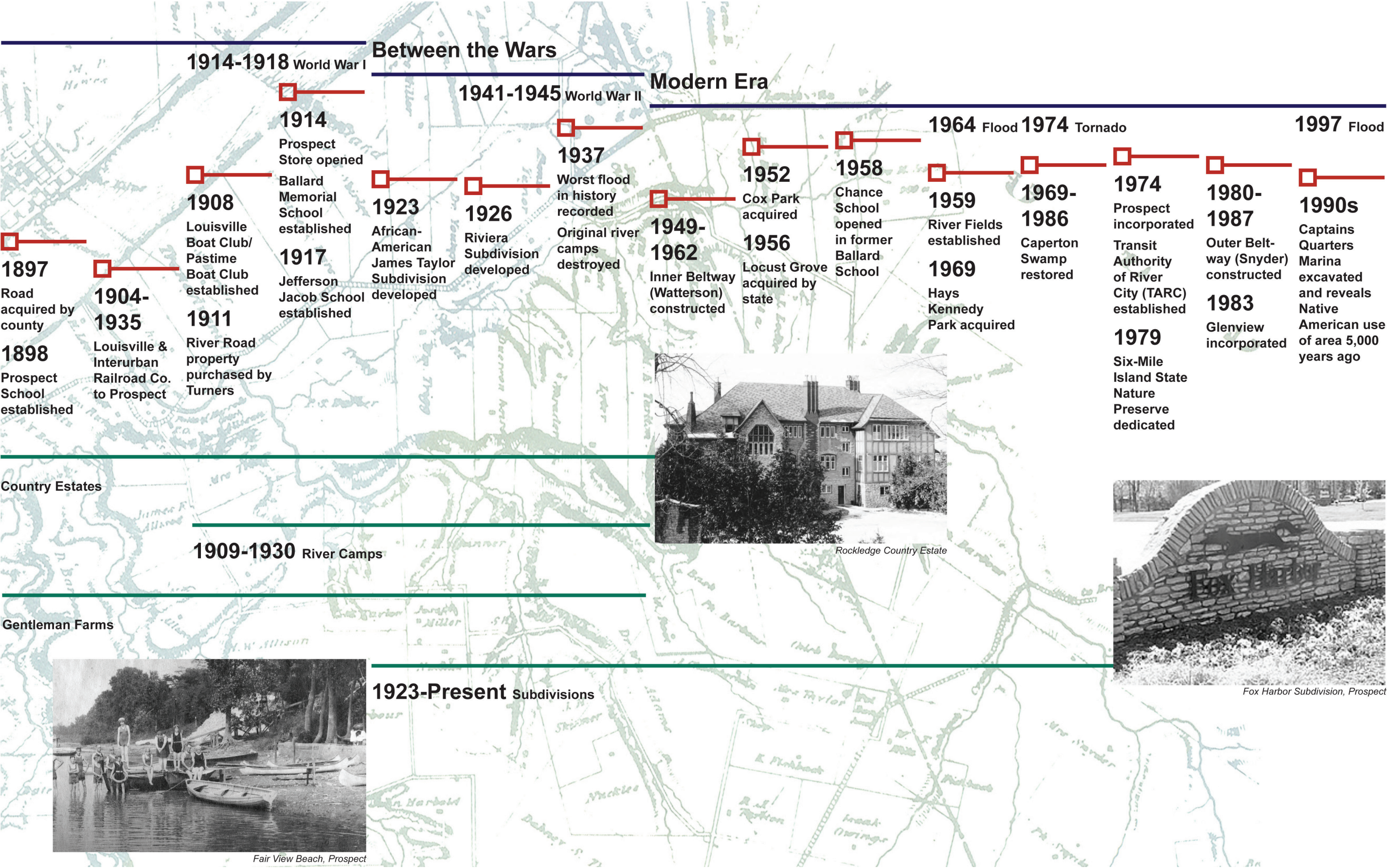
1891 Harrods Creek Baptist Church established

Postbellum Industrialism

1883 Flood 1890 Tornado

1884 Prospect Post Office established

1890 Nitta Yuma established
African-American Merriwether family buys land



Archaeological Resources Review and Assessment

River Road lies within a floodplain corridor edged by steep limestone bluffs set back at varying distances from the Ohio River. The relatively flat floodplain terraces were particularly conducive to prehistoric and historic Native American habitation and utilization. Consequently, some of the more unique and significant prehistoric sites in the Falls of the Ohio region are found in the floodplain. The floodplains of major rivers were typically attractive to prehistoric occupants not only for their fertile farmland and native food resources, but for access to waterway transportation as well. Sandbars and gravel deposits provided raw materials for making and replenishing stone tools, and geographic features such as the Falls of the Ohio and certain islands offered easily recognizable landmarks for river traders and travelers.



Although only six professional archaeological investigations have been conducted within the River Road byway corridor, archaeological investigations in northeast Jefferson County have documented over 54 prehistoric and historic archaeological sites in the general vicinity of River Road. Of the 14 nearest prehistoric archaeological sites recorded by the Office of State Archaeology at the University of Kentucky, several have been significantly disturbed or destroyed by urban development. Among the more outstanding sites was the Zorn Avenue Site (15JF250) which was situated on the bluffs some 30 meters above the floodplain. The site appears to have been a significant Adena-Hopewell village center dating from 500 B.C. to A.D. 200. Unfortunately, the site was destroyed in the 1950s by construction of the residential Greenleaf Subdivision.

Near the mouth of Harrod's Creek, the Habich Site (15JF550) was ultimately destroyed by archaeologists when they totally excavated the site from 1987 to 1991. This predominantly Late/Terminal Archaic Period site was located where the Captains Quarters Marina now sits. An entire village with more than 100 refuse pits, storage pits, stone-tool manufacturing loci, hearths, earth ovens, and 27 human burials were identified at this location. Radiocarbon dates indicate the site was occupied from 4480 to 3480 years before the present.



Just outside the byway corridor, in the Sutherland Subdivision, a Middle-Late Woodland Native American earthen mound (15JF287) stands amid modern residences.

Numerous Native American cemeteries have also been noted along the river to the west of the byway.

Early Euro-American settlement and activity within the byway corridor is also evidenced by below ground archaeological resources. This historic activity spans nearly two centuries of use by diverse ethnic groups. Among the historic archaeological sites that have been examined by professionals is site 15JF643, near the intersection of River Road and Zorn Avenue. This site is the location of an early tollhouse which was located along a stagecoach and turnpike route. The site, still intact, consists of a brick foundation and associated buried deposits.



Other archaeological sites, many of which have not been recorded, surround the historic manor houses and antebellum residences of the area, including the Blankenbaker-Crohan Estate and the Bates Estate. Recently, an archeological investigation was conducted at the historic Rosewell Estate (site 15JF679) in conjunction with the Louisville-Indiana Bridges Project. Historic African-American settlement and activities have been documented along Hoskins Beach Road where, at site 15JF719, five structural foundations were identified. Oral histories also suggest a cemetery at this location.

The fact that so few archaeological sites have been documented in the seven-mile River Road corridor is testament to the slow pace of commercial and residential development in the area. Basically, the preservation of large estates and rural landscapes over time has served to protect buried resources. There are undoubtedly numerous unrecorded archaeological sites along the corridor that await discovery by the archaeologist's shovel. Reports of sites by local collectors, residents, and amateur archaeologists suggest a wealth of archaeological resources, including the presence of low, earthen prehistoric mounds opposite Cox's Park. These sites warrant identification and recordation, as well as preservation and interpretation.



It is difficult to appreciate what you cannot see; however, the below ground evidence of Native American, early Euro-American, and African-American activities discovered thus far in the River Road corridor speaks of a rich and diverse story that beckons to be unearthed and told. Such sites, when identified and researched, offer abundant opportunities for interpretation which would surely enrich the experience of those who travel, recreate and reside along the corridor.

Recreational Resources Review and Assessment

The River Road corridor is a major recreational destination for the citizens of Louisville and the surrounding area. There are thirty-two recreation-oriented sites in the corridor including three large public parks, two nature preserves, a memorial, and several private facilities including marinas, boat docks, beaches, social clubs, and restaurants. Many of these recreational areas and facilities are associated with the river and also contain significant natural, cultural, historic or scenic qualities. Although the ownership and operation of these places fall to different entities, they all contribute to the enjoyment and appreciation of the Ohio River and riverine landscape.

In addition to individual recreational sites and facilities, River Road itself is a recreational resource. Motorists travel it to merely experience the landscape, take in the scenery, and find respite from the multi-lane, busy thoroughfares that dominate the urban environment. Moreover, increasing numbers of bicyclists travel River Road for its modest scale and intimacy with a picturesque landscape.

The recreational facilities map identifies eleven properties along the corridor that are currently owned or held in conservation easement by River Fields, a local land trust. Some of these properties such as the Garvin Brown Preserve are currently used for recreation while the rest are held for future recreational use and/or for conservation.



Patriots Peace Memorial

The following is a brief description of the recreational resources found within the River Road corridor categorized by ownership (public or private):

Publicly Owned Recreation Facilities

Nine publicly owned recreation facilities are found on or near the River Road Scenic Byway. These facilities combined represent over 365 acres and contribute significant intrinsic qualities to the corridor. These publicly owned facilities are of particular importance because they provide the greatest opportunity for the general public to have direct access to the river and enjoy the range of experiences associated with it. The publicly owned recreational facilities are:

- Louisville Water Tower/Zorn Avenue Pump Station – This site, owned by Louisville Metro, is actively used by the Louisville Water Company, which leases portions of the property for recreational facilities. The site includes a former municipal water pressure stand tower, which is a National Register of Historic Places property and now contains an art gallery and indoor public event space.
- Twin Park – an undeveloped public park with bottomland forest, wetlands and open fields.
- Cox Park – a large developed public park along the bank of the Ohio River with panoramic views of the river, restrooms, parking and picnic areas, and beautiful stands of bottomland trees across broad slightly undulating lawn areas. Cox Park also contains the only public boat ramp in Louisville Metro north of the central business district.
- River Road Multi-Use Trail – a paved shared use path through Cox Park from Zorn Avenue to Indian Hills Trail. This trail represents one of the few pedestrian facilities currently found along the byway.
- Thurman Hutchins Park – another large public park directly across River Road from Cox Park. It contains passive and active recreation facilities including walking paths, fishing lake, forested wetlands, public restrooms, parking, picnic areas and shelters, playground, and athletic fields. This park also boasts large native deciduous trees and some ornamental plants.
- Patriots Peace Memorial – a memorial to active duty military that died in times of peace.
- Caperton Swamp Nature Preserve – a 60 acre publicly owned natural area with immature woods, wetlands, hiking trails, and trailhead area with a parking lot on the south side of River Road just north of Indian Hills Trail.
- Hays Kennedy Park – a large public park with passive and active recreation facilities including walking paths, picnic area and shelter, restrooms, playground, and several sports fields.

Privately Owned Recreation Facilities:

Privately owned facilities along the Byway provide a broad range of recreational and social opportunities. These private facilities, which range from restaurants and social clubs to schools and boating facilities, have long contributed to the character of the corridor. Many facilities have historic significance and have become byway icons. They personify the river culture that has made River Road such an endearing community resource. The privately-owned recreational facilities include:

- King Fish Restaurant – a riverside restaurant with a bar, dining and banquet rooms, entertainment, riverside recreation, and boat docks.
- Lebanese American Country Club – offers clubhouse, meeting rooms, swimming pool, tennis courts and a ball field.

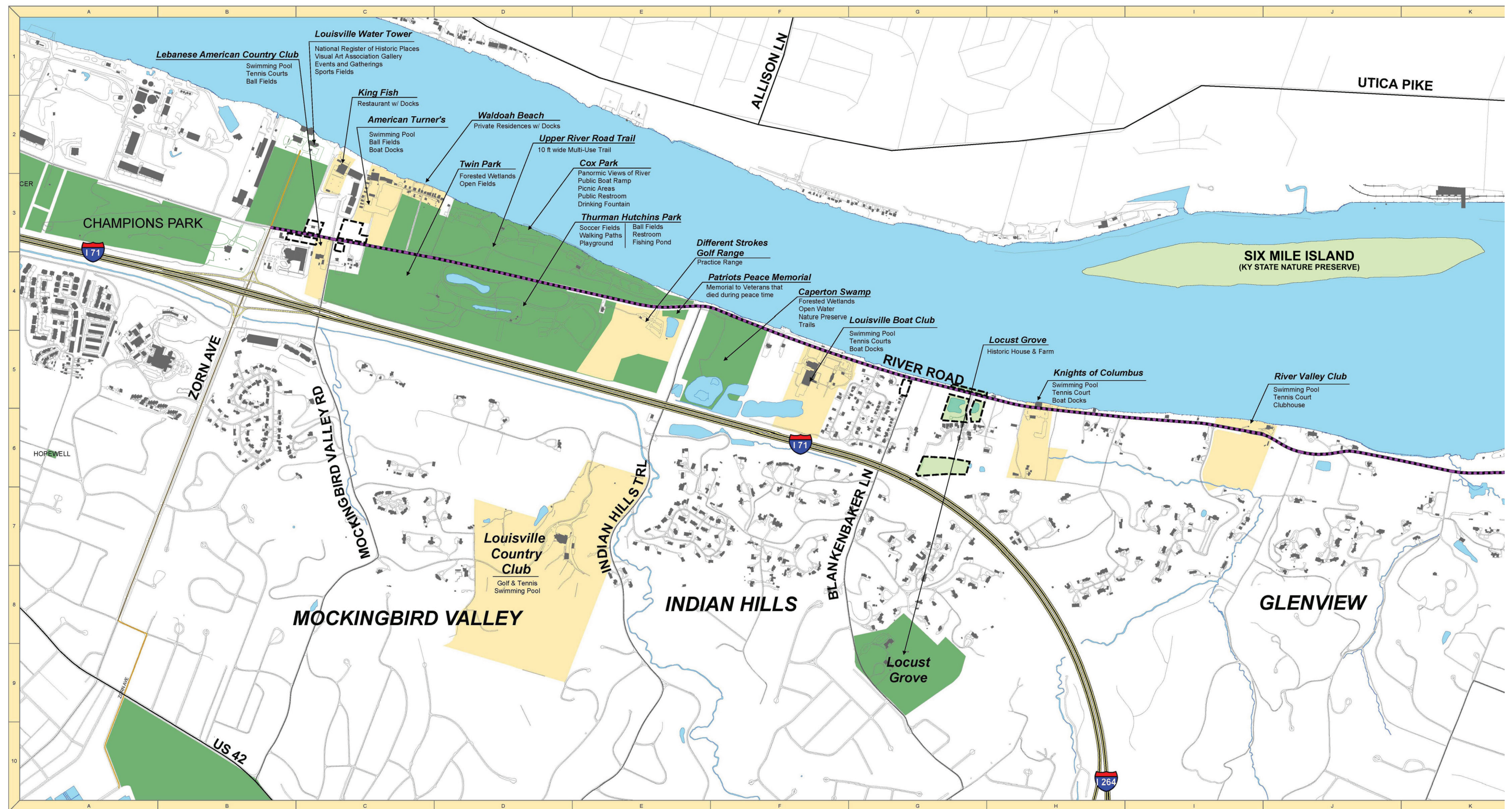


river·ine (adj.)

1. *Relating to or resembling a river.*
2. *Located on or inhabiting the banks of a river; riparian.*
3. *Operating on or equipped to operate on rivers.*

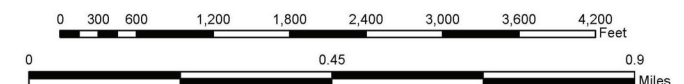


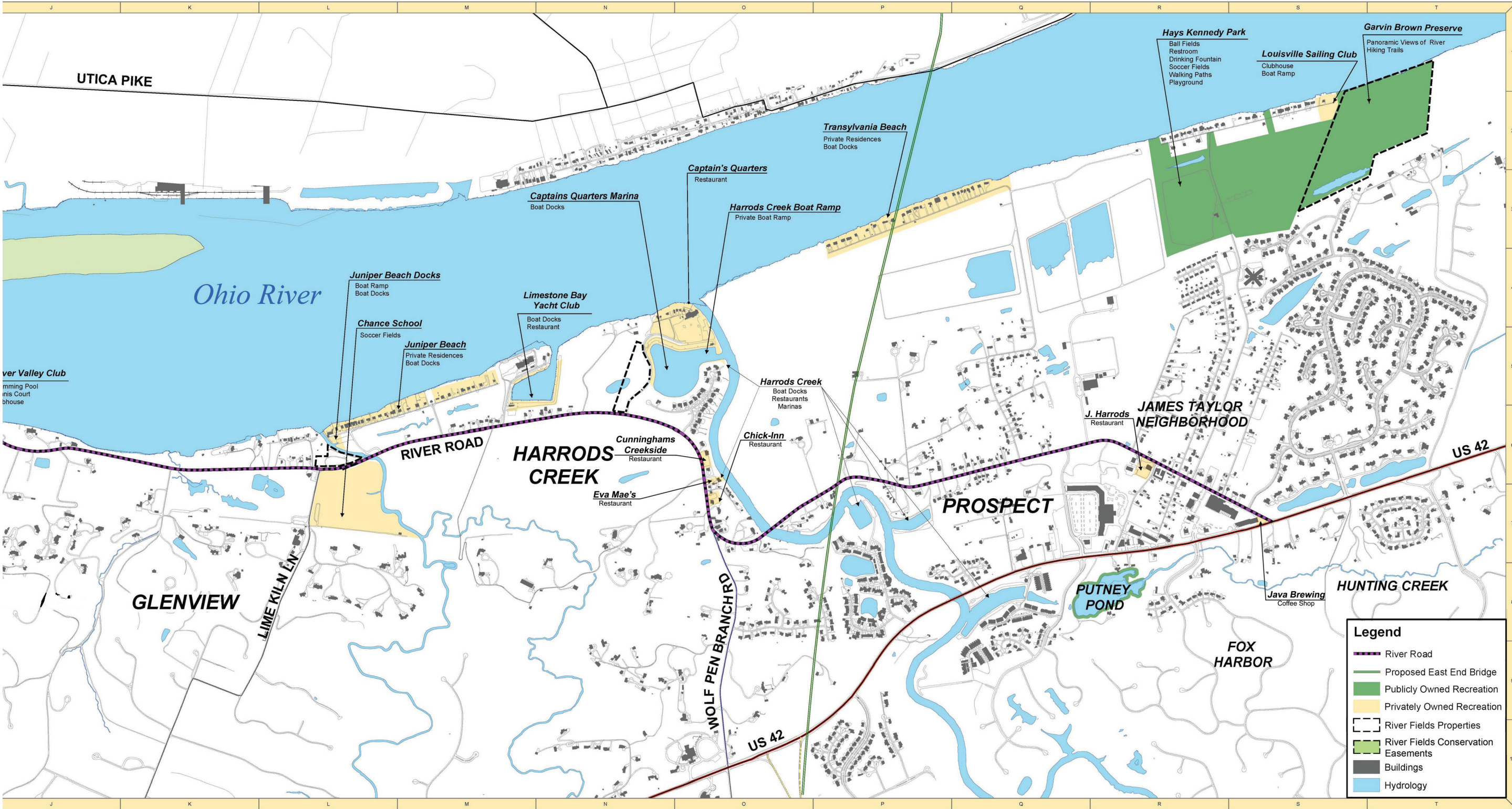
Corridor Review and Assessment



May 2009

River Road Corridor Scenic Byway Management Plan





Recreational Resources Map



Corridor Review and Assessment



- American Turners Club – clubhouse and indoor swimming pool, ball fields and boat docks.
- Waldoah Beach – private boat docks adjoining residential properties.
- Different Strokes Golf Range – a privately owned golf driving range open to the public located on the west end of Thurman Hutchins Park.
- Louisville Boat Club – consists of a large historic clubhouse, swimming pool, tennis courts, and boat docks.
- Knights of Columbus – includes a clubhouse, swimming pool, tennis court, and boat docks.
- River Valley Club – includes a clubhouse, swimming pool, and tennis court.
- Chance School Recreation Fields – Sports fields, including soccer fields, for an independent school serving students from age two through the fifth grade.
- Juniper Beach Docks – a private boat ramp with private boat storage and docks as well as a public fuel dock.
- Juniper Beach – a series of small private boat docks associated with residences. Juniper Beach is one of several historic riverfront communities that once served as summer residence camps.
- Limestone Bay Yacht Club – includes a restaurant with a bar, dining, entertainment, and boat docks.
- Captains Quarters Marina – a relatively large marina basin containing boat docks for a few hundred pleasure boats.
- Captains Quarters Restaurant – a riverside restaurant with a bar, dining, entertainment, and boat docks.
- Harrods Creek Boat Ramp – a pay per use boat ramp.
- Harrods Creek – channel-side restaurants, boat docks, and small marina basins.
- Cunningham’s Creekside Restaurant – a creekside restaurant with a bar, dining, entertainment, creek views and boat docks.



Different Strokes Golf Range



Limestone Bay Yacht Club

- Eva Mae’s Restaurant - a creekside restaurant with a bar, dining, entertainment, and creek views.
- Chick-Inn – a historic roadside restaurant with a bar, dining and entertainment.
- Louisville Sailing Club – includes a clubhouse, boat ramp, boat storage, and docks.
- Transylvania Beach – small boat docks associated with riverfront residences.
- Beachland Beach – small boat docks for riverfront residences.
- J. Harrods Restaurant – a roadside restaurant with a bar and dining.
- Java Brewing – a roadside coffee shop.
- Garvin Brown Nature Preserve – a privately owned preserve with trails open to the public for hiking, wildlife watching, river viewing, and nature enjoyment.



View of Harrods Creek from Cunningham’s Creekside Restaurant



Chick Inn

SEE HISTORIC PROPERTIES LIST TABLES AND CULTURAL RESOURCE INVENTORY MAPS ON PAGE 42-57 FOR ADDITIONAL INFORMATION IN EACH LANDSCAPE UNIT

Landscape Unit Scenic Quality Review and Assessment

Scenic resources are more than beautiful views; they are the visual attributes of a landscape and include intrinsic features and qualities of natural, cultural, historic, archaeological and recreational significance. The various intrinsic qualities of a scenic byway all contribute to the scenic experience for the visitor. Scenic resources therefore are not limited to isolated features in the landscape, but are comprised of the greater landscape setting. They are unique to a place or locale, making a scenic byway memorable and instantly identifiable as distinct to a particular region.

Increasing populations outside cities and towns create environmental changes that are not always compatible with a landscape's scenic qualities. We experience these changes with mixed thoughts and emotions, based on our past connections with a place or region. A beautiful grove of trees, the view of a river bend or an historic house on a bluff can all be impacted by changes to the surrounding landscape or to the scenic elements themselves.

Ultimately, the value of scenic resources resides with the local community. The communities east of Louisville - Glenview, Harrods Creek and Prospect - are unique and meaningful places partly due to the scenic qualities of the River Road corridor. The Federal Highway Administration (FHWA) defines the scenic intrinsic quality of a scenic byway as:

...the heightened visual experience derived from the view of natural and manmade elements...The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities (FHWA, 1995).

FHWA's criteria for assessing scenic quality consists of the following three components:

1. A comprehensive evaluation of the landscape elements of landform, water, vegetation and development,
2. An assessment of a landscape's distinctiveness, and
3. An assessment of a landscape's harmony.

The following inventory and assessment of the intrinsic scenic qualities of River Road are an important component of this corridor management plan. Through this understanding of the corridor's visual realm and the scenic qualities, effective decisions can be made about how to protect, enhance and reveal its beauty and visually compelling features.

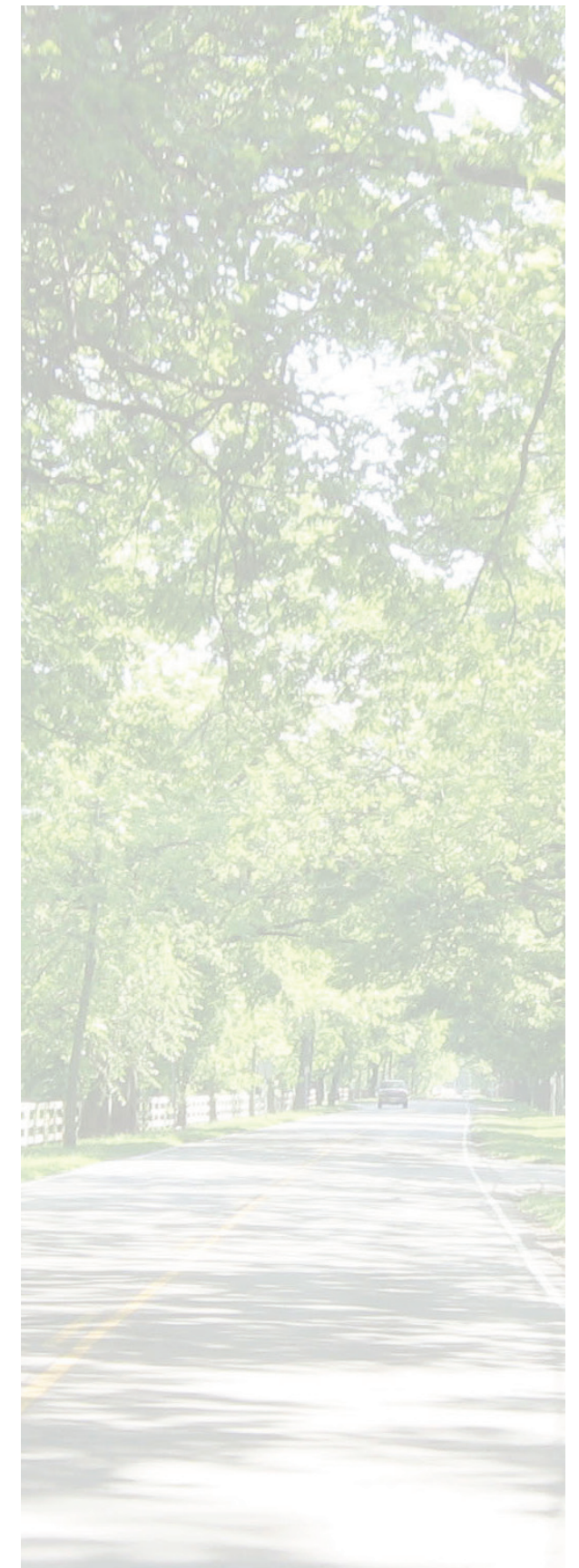


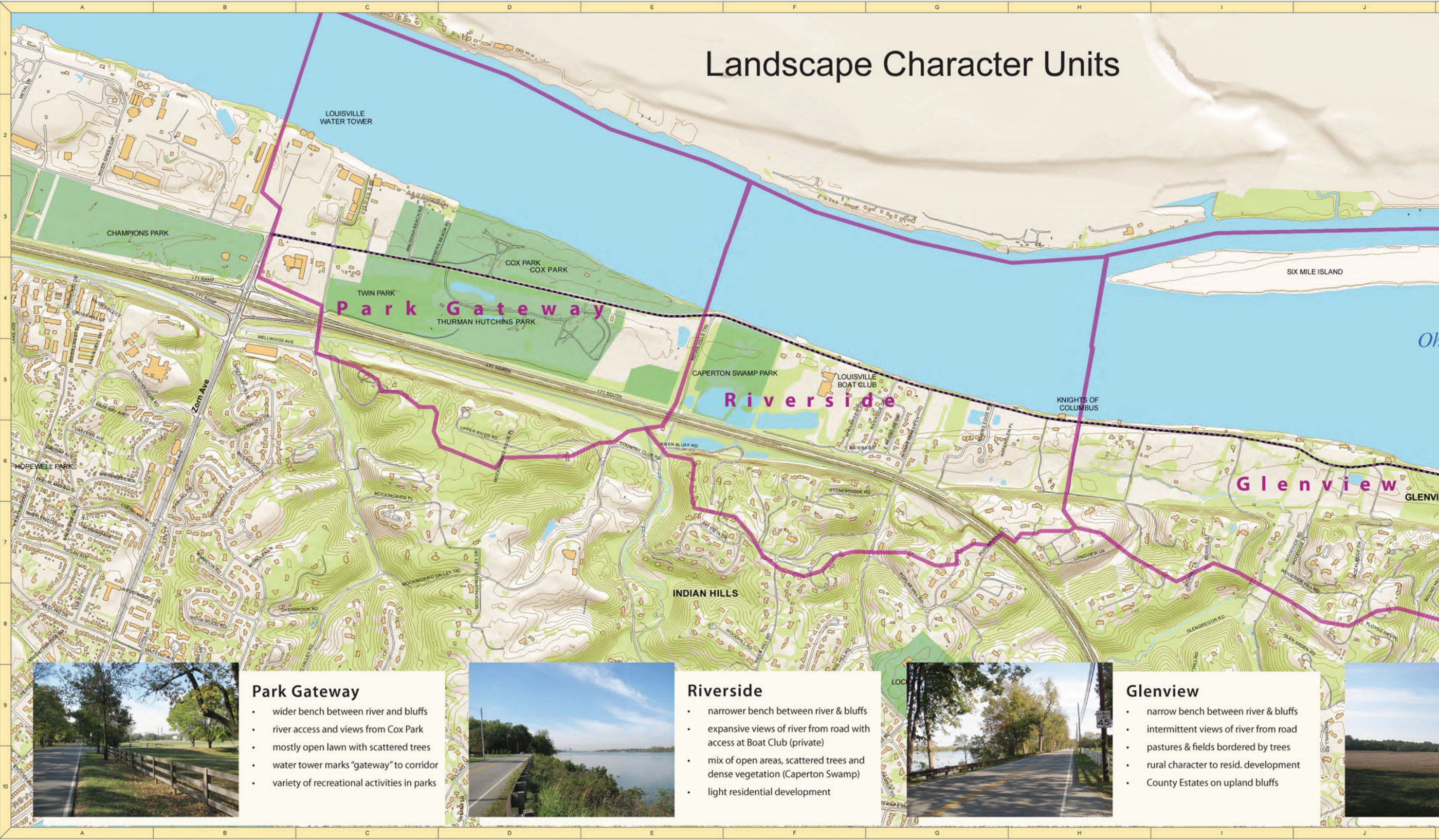
Process

While the description and analysis of scenic resources is complex, it is not subjective. The inventory and assessment of a landscape's elements and scenic qualities proceeds according to accepted methodology and the following well-defined steps:

1. Define the project extent

For the River Road project, the extents of the scenic byway serve as the boundaries of the area of analysis. The scenic byway corridor extends from the intersection of River Road and Zorn Avenue on the west to the terminus of River Road at U.S. Highway 42 on the east. These extents give the corridor a length, but not a width. To determine width, a combination of viewshed (area that can be seen from the road), the historic landscape, and natural boundaries have been used. To the north, the Ohio River is integral to the viewshed and corridor extents, and forms a northern boundary of analysis for the corridor management plan. To the south, the wooded bluffs bordering the river floodplain form a natural edge to the corridor. However, the historic estates and narrow ravines that penetrate the forested bluffs certainly contribute to the scenic qualities of the corridor, so, where practical, project extents incorporate the brow of the bluff and a short distance inland to include these historic and natural features. From Harrods Creek east to Prospect, the project's southern extents are defined by land use and U.S. Highway 42, while the river continues to set the northern limits.





River Road Corridor Scenic Byway Management Plan

Corridor Review and Assessment



SEE HISTORIC PROPERTIES LIST TABLES AND CULTURAL RESOURCE INVENTORY MAPS ON PAGE 42-57 FOR ADDITIONAL INFORMATION IN EACH LANDSCAPE UNIT

